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## **Exhibit C: Diagnostic Crossing Meeting Minutes (Agreement of Interested Parties)**



## MEETING MINUTES

**MEETING SUBJECT:** CPUC-ESFV Coordination Meeting #21  
Diagnostic Field Review of Application #3

**MEETING DATE, TIME:** 8/5/2022 and 10/5/2022 at 9:00am – 11:30am

**MEETING LOCATION:** Raymer, Keswick, and Armita St. Crossings

ATTENDEES		
Sally	Nguyen	CPUC
Chris	Paks	CPUC
Jose	Pereyra	CPUC
Noel	Takahara	CPUC
Anh	Truong	CPUC
Mohammad	Firouzbakht	LADOT
Kevin	Hong	LADOT
Vicki	Huang	LADOT
Eric	Leung	LADOT
Patricia	Lipana	LADOT
Suvimol	Nilprapa	LADOT
Ricardo	Rivera	LADOT
Jeannie	Shen	LADOT
Silvia	Aldrete	Metro
Charles	Fox	Metro/ Systra
Brian	Herting	GF/ ESFV
Gabriel	Murillo	GF/ ESFV
Matthew	Freeman	GF/ ESFV
Ted	Huynh	GF/ ESFV
Renee	Valderama	GF/ ESFV
Dain	Pankratz	GF/ ESFV

1. Safety Briefing
  - Although there is not construction or railroad, careful with Van Nuys Blvd. street traffic
2. Discussion of CPUC Application #3
  - **Raymer**
    - At 8/5/2022 meeting Raymer was discussed as Private crossing. However the Raymer “Public Road” to car lot/ dealership does not qualify Raymer St. as Private Crossing
      - Discussed zoning requirements of car lot/ dealership, to ensure the parcel stays industrial





- Discussed potential cul-de-sac at the car lot/ dealership to remove access across Raymer St. crossing
  - CPUC recommended acquiring the car lot/ dealership as part of ESFV Project to increase Raymer crossing safety, ensure future developments do not increase crossing use and support Private crossing
  - CPUC offered to support acquisition of car lot/dealership by letter or meeting with Metro executives
- **ACTION ITEM 26e: 8/5/2022 - Metro to discuss acquisition of car dealership/lot on Raymer St.**
  - **If Raymer St. Private roadway, consider gate at the crossing with option to remove traffic signal.**
  - **If Raymer St. public, update roadway to typical intersection.**
  - *(26e – 10/5/2022 Response – Raymer will remain Public Crossing)*
- **ACTION ITEM 26f: 8/5/2022 - To review if SB Keswick St. Left Turn onto Raymer St. can be removed. Include 5-ft to 6-ft median on SB Keswick St. for restricted left turns. Add 6-inch offset curb /gutter lines on Keswick.**
  - *(26f – 10/5/2022 Response – Incorporated 5 to 6-ft median on Keswick. Left turn not necessary onto Raymer)*
- **Keswick St**
  - Discussed drawings and motorist movements, particularly Southbound Van Nuys motorist.
  - including inclusion of additional information for train control and traffic signal controller interface.
  - **ACTION ITEM 26g: Keswick St to show street loops and train signal stops, to understand safety features.**
    - *(26g – 10/5/2022 Response – Included Train Signal Drawing in Application)*
- **Arminta St**
  - Discussed drawings and motorist movements, particularly left turns.
  - **ACTION ITEM 25h: Include motorist turn movements for autos, to confirm dual right turns.**
    - *(26h – 10/5/2022 Response – Included dual turning movement)*
  - **ACTION ITEM 25i: City recommends using Red/ Flashing Red signal for NB driveway off Keswick.**
    - *(26i – 10/5/2022 Response – Included Red/Flashing Red signal)*





- **ACTION ITEM 25j: Mid-block station crossing will need split phase for Pedestrian North and Ped South to accommodate traffic signal controller.**
  - *(26i – 10/5/2022 Response – Split pedestrian phase for station crosswalks)*

ACTION ITEMS				
Item #	Description	Status	Date Closed	Action For
23-26	<b>Package 3 Pre-Diagnostic Evaluation</b> <ul style="list-style-type: none"> <li>• 23: ESFV will evaluate visibility of SB Van Nuys / Keswick Pre-signal and determine if additional signage, etc. is necessary</li> <li>• 24a: ESFV will evaluate SB Van Nuys Left Turn lane, considering lane length reduction to and moving limit line to prevent stopping on the tracks. Left Turn signal to be replaced/relocated to south of crosswalk (between the tracks)</li> <li>• 24b: ESFV will evaluate use of queue loops for SB Van Nuys motorist potentially occupying the tracks.</li> <li>• 24c: 24c: ESFV will further evaluate/update SB Van Nuys Left Turn lane Limit Line / IIRPM location and include limit line along SB Van Nuys near Keswick intersection (for flashing red scenario) on signing/stripping plan. To evaluate Left Turn Gate option. <ul style="list-style-type: none"> <li>○ ESFV will reduce left turn lane length between 75-ft- 90-ft to provide additional buffer for SB motorists to avoid entering into the left-turn pocket from the upstream pre-signal.</li> </ul> </li> <li>• 25a: Move Phase 4P to 8P, and remove Phase 4P (will no longer use “3-way signal” sign)</li> <li>• 25b: Yard Lead Memo – Provide description for function of Emergency Vehicle Preemption (EVP) and Train Preemption</li> <li>• 25c: Update Signal 29 Detail E traffic head to R-FLR-Y (currently R/FLR – Y- G)</li> <li>• 25d: Update Yard Lead Memo and Comment Response Matrix and redistribute prior to next meeting</li> <li>• 25e: Include additional visuals / flow diagrams to support LRT movement scenarios and traffic controller preemption/EVP sequence</li> </ul>	Open		
		(4/6/2022, 5/25/2022, 7/6/2022, 8/5/2022, 10/5/2022)	Closed 10/5/2022	ESFV





ACTION ITEMS				
Item #	Description	Status	Date Closed	Action For
	<ul style="list-style-type: none"><li>• 25f: Memo Appx. C Pre-emption should be updated and referenced as needed on applicable diagrams and other relevant sections and appendices</li><li>• 25g: Warning Time for Keswick should try to be minimized as much as possible to prevent impatient motorists from illegally running red lights during active LRT operations. To discuss during Final Design</li><li>• 26a: Evaluate pylons/bollards/raised markers/signage or other measures to prevent motorist right-turns on Yard Lead tracks ahead of Keswick</li><li>• 26b: Update Keswick Traffic Signal Plan – Railroad Preemption Notes, including #4 to include Left Turn Phases.</li><li>• 26c: Keswick Signing and Striping to be updated with new limit lines and be consistent with updating Signal Plan</li><li>• 26d: Update Keswick Traffic Signal Plan – Indicate and update which OLs could be updated on the Phase diagram for SBL movement</li><li>• 26e: Metro to discuss acquisition of car dealership/lot on Raymer St. If Raymer St. Private roadway, consider gate at the crossing with option to remove traffic signal. If public, update roadway to typical 4-way intersection.</li><li>• 26f: To review if SB Keswick St. Left Turn onto Raymer St. can be removed. Include 5-ft to 6-ft median on SB Keswick St. for restricted left turns. Add 6-inch offset curb /gutter lines on Keswick.</li><li>• 26g: Keswick St to show street loops and train signal stops, to understand safety features</li><li>• 25h: Include motorist turn movements for autos, to confirm dual right turns</li><li>• 25i: City recommends using Red/ Flashing Red signal for NB driveway off Keswick.</li><li>• 26j: Mid-block station crossing will need split phase for Pedestrian North and Ped South to accommodate traffic signal controller.</li></ul>			



## Exhibit D: ESFV Project List of Crossings

CPUC Application Package	No.	Name	CPUC Crossing No.	Station
1	1	Metro Orange Line Overpass	84F-0.07-A	10220
	2	Metrolink Overpass	84F-2.22-AT	21540
	3	W. Cabrito Rd Overpass	84F-2.23-A	21590
	4	I-5 Freeway Overpass	84F-5.72-A	40050
2	5	Metro Orange Line Station Ped Crossing (Calvert)	84F-0.14-D	10580
	6	Roscoe Station Ped Crossing	84F-3.01-D	25735
	7	Nordhoff St	84F-3.87	30260
	8	Nordhoff Station South Ped Crossing	84F-3.95-D	30700
3	9	Metrolink / Van Nuys Station North Ped Crossing	84F-2.09-D	20860
	10	Keswick St	84F-2.12	21020
	11	Raymer St	84F-2.14	21080
	12	Arminta St	84F-2.33	22160
4	13	Sylvan St	84F-0.35	11700
	14	Kittridge St	84F-0.77	13890
	15	Valerio St	84F-1.74	19020
	16	Lanark St	84F-2.64	23800
	17	Chase St	84F-3.12	26300
	18	Plummer St	84F-4.37	32900
5	19	Victory Blvd	84F-0.49	12420
	20	Saticoy St	84F-1.99	20350
	21	Roscoe Blvd	84F-2.89	25110
	22	Parthenia St/ Vesper	84F-3.29	27200
6	23	Vanowen Street	84F-0.99	15070
	24	Vanowen Station North Pedestrian Crossing	84F-1.14-D	15860
	25	Vose Street	84F-1.31	16730
	26	Sherman Way Station South Pedestrian Crossing	84F-1.39-D	17100
	27	Sherman Way	84F-1.49	17710
	28	Tupper Street	84F-4.12	31570
	29	Woodman Station/ Canterbury North Pedestrian Crossing	84F-4.96D	35950

CPUC Application Package	No.	Name	CPUC Crossing No.	Station
	30	Van Nuys/San Fernando Station – Tamarack Ave. Pedestrian Crossing	84F-6.52-D	44280
		Alterations – SCRRA Van Nuys Blvd Crossing	USDOT #746052E	
7	31	N. Parthenia St	84F-3.41	27850
	32	Woodman Ave	84F-4.72	34750
	33	Woodman Station South Ped Crossing	84F-4.81-D	35220
	34	Beachy Ave	84F-5.19	37250
	35	Arleta Ave	84F-5.45	38600
	36	Bartee Ave	84F-5.57	39230
	37	Laurel Canyon Blvd	84F-5.94	41220
	38	Laurel Canyon Station South Ped Crossing	84F-6.03-D	41660
	39	Laurel Canyon Station North Ped Crossing (Omelveny Ave)	84F-6.13-D	42200
	40	Kewen Ave	84F-6.32	43200

**Exhibit E: The Final Environmental Impact Report/  
Final Environmental Impact Statement (FEIR/FEIS)  
legal description (FEIR SCH#)**

**Due to the size of this report, the FEIS/FEIR and DEIS/DEIR is submitted as a separate attachment in the format of plastic discs.**

**The format of the original FEIS/FEIR and DEIS/DEIR report on disc is an Archival-Grade DVD.**

**The format of FEIS/FEIR and DEIS/DEIR copies thereof are included in three (3) CD-ROMs.**

The FEIS/FEIR and DEIS/DEIR discs are separately presented for filing in individual manila envelopes along with reference to the application.

**NOTICE OF AVAILABILITY**  
**FINAL ENVIRONMENTAL IMPACT STATEMENT/  
ENVIRONMENTAL IMPACT REPORT (FEIS/FEIR)  
FOR EAST SAN FERNANDO VALLEY LIGHT RAIL  
PROJECT**

In support of this Application, the Los Angeles County Metropolitan Transportation Authority (LACMTA) submitted the Final Environmental Impact Study/Final Environmental Impact Report (FEIS/FEIR) for the **East San Fernando Valley Light Rail Transit Project** (Project) as a separate attachment on CPUC E-File System.

Pursuant to Rule 1.9(d) of the CPUC Commission's Rules of Practice and Procedure, LACMTA is issuing this Notice of Availability (NOA). The NOA is being provided to interested stakeholders for this application; see the Certificate of Service.

The FEIS/FEIR to the Application is available at the following URL:

[https://www.dropbox.com/s/skh41exvlw587dh/  
East%20San%20Fernando%20Valley%20Transit%20Corridor%20Project%20FEIS-  
FEIR.pdf?dl=0](https://www.dropbox.com/s/skh41exvlw587dh/East%20San%20Fernando%20Valley%20Transit%20Corridor%20Project%20FEIS-FEIR.pdf?dl=0)

## **Exhibit F:**

### **Census Tracts Analysis using CalEnviroScreen 4.0 tool**

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## **Census Tracts Analysis using CalEnviroScreen 4.0 tool**

The following information is provided in this attachment:

1. CalEnviroScreen 4.0 tool to identify the census tract relevant to the Proposed Crossings
2. Discussion of the potential impacts using the CalEnviroScreen information

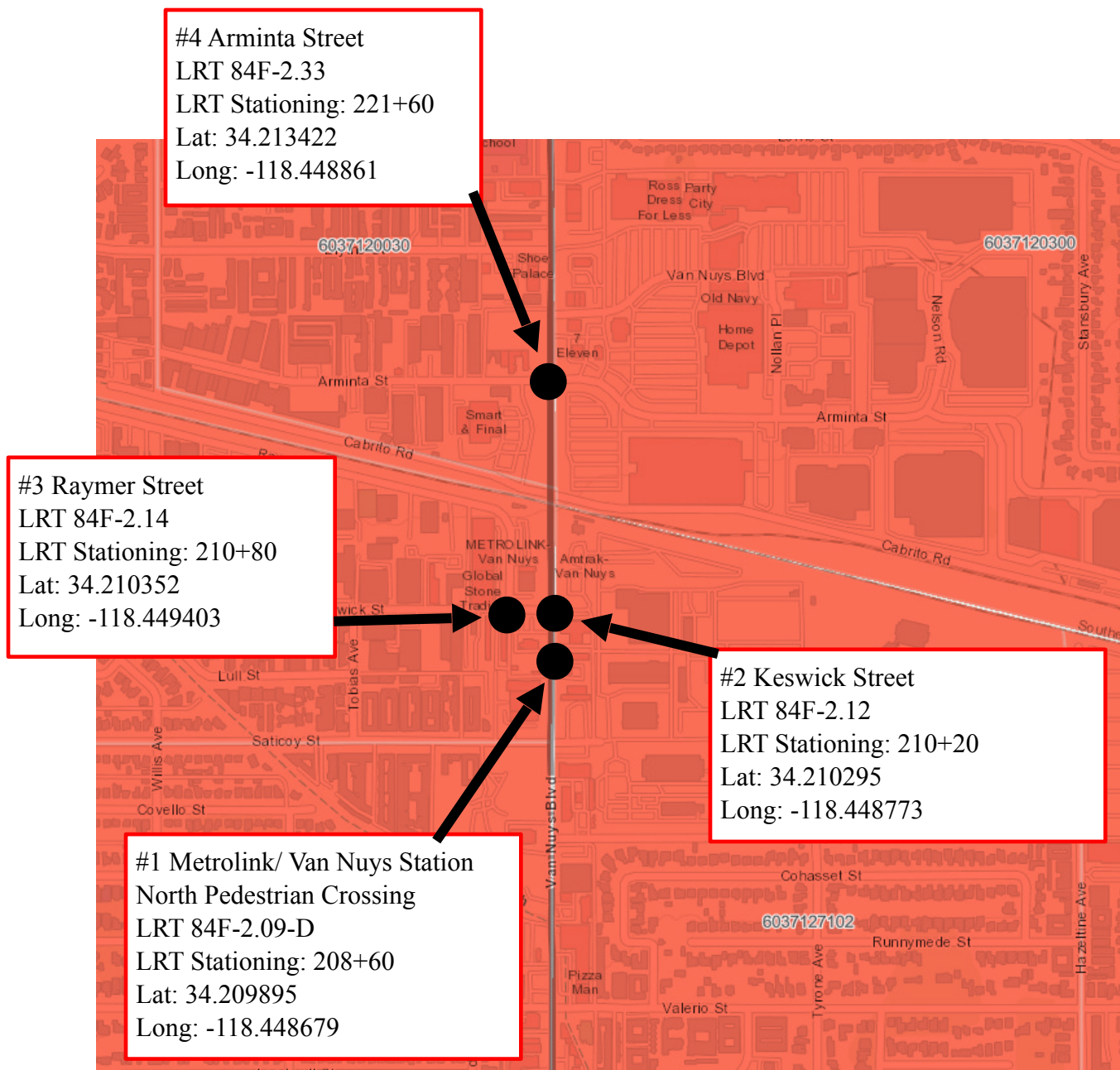
**Item No. 1: Use the CalEnviroScreen 4.0 tool to identify the census tract relevant to the Proposed Crossings. Data from the CalEnviroScreen 4.0 tool relevant to the location of the Proposed Crossings, includes census tract number, population, overall percentiles, exposures, environmental effects, sensitive populations, socioeconomic factors, race/ethnicity profiles, and age profiles:**

The four (4) crossings are located within four (4) CalEnviroScreen Census tracks.

- Proposed Crossing #1 (Metrolink / Van Nuys Station North Pedestrian Crossing) is located on the border of census tract 6037127210 and 6037127102.
- Proposed Crossing #2 (Keswick Street) is located on the border of census tract 6037127210 and 6037127102.
- Proposed Crossing #3 (Raymer Street) is located in census tract 6037127210.
- Proposed Crossing #4 (Armintha Street) is just north of Proposed Crossing #2 and located on the border of census tracts 6037120030 and 6037120300.

The black circle shows the location of the proposed crossings as depicted in Figures 1 and 2.

LACMTA presents the environmental risk factor information presented on the CalEnviroScreen 4.0 tool for all relevant census tracts below:



**Figure 1: Metrolink/Van Nuys Station North Pedestrian Crossing #1, Keswick Street Crossing #2, Raymer Street Crossing #3, and Arminta Street Crossing #4**

**Metrolink/Van Nuys Station North Pedestrian Crossing #1 and Keswick Street Crossing #2  
 – Census Tract: 6037127210**

- Population: 5,838
- Overall Percentiles:
  - CalEnviroScreen 4.0 Percentile: 98
  - Pollution Burden Percentile: 93

- Population Characteristics Percentile: 96
- Exposures:
  - Ozone: 91
  - Particulate Matter 2.5: 78
  - Diesel Particulate Matter: 81
  - Toxic Releases: 59
  - Traffic: 70
  - Pesticides: 0
  - Drinking Water: 83
  - Lead from Housing: 68
- Environmental Effects:
  - Cleanup Sites: 94
  - Groundwater Threats: 7
  - Hazardous Waste: 95
  - Impaired Waters: 0
  - Solid Waste: 64
- Sensitive Populations:
  - Asthma: 95
  - Low Birth Weight: 85
  - Cardiovascular Disease: 90
- Socioeconomic Factors:
  - Education: 69
  - Linguistic Isolation: 94
  - Poverty: 75
  - Unemployment: 92
  - Housing Burden: 61
- Race/Ethnicity Profiles:
  - African American: 10.7%
  - Hispanic: 60.8%
  - Asian-American: 9.7%
  - White: 17.8%
  - Other: 1.0%

- Age Profiles:
  - Between 10-64: 76.7%
  - Age 10 or Less: 15.4%
  - Age 65 or Greater: 7.9%

**Metrolink/Van Nuys Station North Pedestrian Crossing #1 and Keswick Street Crossing #2**

**– Census Tract: 6037127102**

- Population: 5,779
- Overall Percentiles:
  - CalEnviroScreen 4.0 Percentile: 96
  - Pollution Burden Percentile: 83
  - Population Characteristics Percentile: 97
- Exposures:
  - Ozone: 91
  - Particulate Matter 2.5: 66
  - Diesel Particulate Matter: 93
  - Toxic Releases: 61
  - Traffic: 67
  - Pesticides: 0
  - Drinking Water: 83
  - Lead from Housing: 69
- Environmental Effects:
  - Cleanup Sites: 92
  - Groundwater Threats: 0
  - Hazardous Waste: 65
  - Impaired Waters: 0
  - Solid Waste: 13
- Sensitive Populations:
  - Asthma: 95
  - Low Birth Weight: 81
  - Cardiovascular Disease: 90
- Socioeconomic Factors:
  - Education: 82

- Linguistic Isolation: 89
- Poverty: 83
- Unemployment: 77
- Housing Burden: 88
- Race/Ethnicity Profiles:
  - African American: 5.4%
  - Hispanic: 72.1%
  - Asian-American: 6.6%
  - White: 13.5%
  - Other: 2.5%
- Age Profiles:
  - Between 10-64: 78.2%
  - Age 10 or Less: 15.6%
  - Age 65 or Greater: 6.3%

**Raymer Street Crossing #3 – Census Tract: 6037127210**

- Population: 5,838
- Overall Percentiles:
  - CalEnviroScreen 4.0 Percentile: 98
  - Pollution Burden Percentile: 93
  - Population Characteristics Percentile: 96
- Exposures:
  - Ozone: 91
  - Particulate Matter 2.5: 78
  - Diesel Particulate Matter: 81
  - Toxic Releases: 59
  - Traffic: 70
  - Pesticides: 0
  - Drinking Water: 83
  - Lead from Housing: 68
- Environmental Effects:
  - Cleanup Sites: 94
  - Groundwater Threats: 7

- Hazardous Waste: 95
- Impaired Waters: 0
- Solid Waste: 64
- Sensitive Populations:
  - Asthma: 95
  - Low Birth Weight: 85
  - Cardiovascular Disease: 90
- Socioeconomic Factors:
  - Education: 69
  - Linguistic Isolation: 94
  - Poverty: 75
  - Unemployment: 92
  - Housing Burden: 61
- Race/Ethnicity Profiles:
  - African American: 10.7%
  - Hispanic: 60.8%
  - Asian-American: 9.7%
  - White: 17.8%
  - Other: 1.0%
- Age Profiles:
  - Between 10-64: 76.7%
  - Age 10 or Less: 15.4%
  - Age 65 or Greater: 7.9%

**Arminta Street Crossing #4 – Census Tract: 6037120030**

- Population: 5,238
- Overall Percentiles:
  - CalEnviroScreen 4.0 Percentile: 96
  - Pollution Burden Percentile: 92
  - Population Characteristics Percentile: 89
- Exposures:
  - Ozone: 94

- Particulate Matter 2.5: 66
- Diesel Particulate Matter: 53
- Toxic Releases: 60
- Traffic: 77
- Pesticides: 0
- Drinking Water: 83
- Lead from Housing: 88
- Environmental Effects:
  - Cleanup Sites: 96
  - Groundwater Threats: 7
  - Hazardous Waste: 91
  - Impaired Waters: 44
  - Solid Waste: 26
- Sensitive Populations:
  - Asthma: 91
  - Low Birth Weight: 89
  - Cardiovascular Disease: 90
- Socioeconomic Factors:
  - Education: 68
  - Linguistic Isolation: 80
  - Poverty: 50
  - Unemployment: 53
  - Housing Burden: 74
- Race/Ethnicity Profiles:
  - African American: 1.1%
  - Hispanic: 63.8%
  - Asian-American: 19.7%
  - White: 14.8%
  - Other: 0.6%
- Age Profiles:
  - Between 10-64: 76.9%
  - Age 10 or Less: 10.2%

- Age 65 or Greater: 12.9%

**Arminta Street Crossing #4 – Census Tract: 6037120300**

- Population: 2,666
- Overall Percentiles:
  - CalEnviroScreen 4.0 Percentile: 94
  - Pollution Burden Percentile: 92
  - Population Characteristics Percentile: 86
- Exposures:
  - Ozone: 94
  - Particulate Matter 2.5: 70
  - Diesel Particulate Matter: 83
  - Toxic Releases: 59
  - Traffic: 76
  - Pesticides: 0
  - Drinking Water: 83
  - Lead from Housing: 85
- Environmental Effects:
  - Cleanup Sites: 95
  - Groundwater Threats: 0
  - Hazardous Waste: 94
  - Impaired Waters: 0
  - Solid Waste: 42
- Sensitive Populations:
  - Asthma: 91
  - Low Birth Weight: 2
  - Cardiovascular Disease: 90
- Socioeconomic Factors:
  - Education: 97
  - Linguistic Isolation: 96
  - Poverty: 96
  - Unemployment: 55
  - Housing Burden: 97

- Race/Ethnicity Profiles:
  - African American: 2.7%
  - Hispanic: 87.8%
  - Asian-American: 6.3%
  - White: 3.2%
  - Other: N/A
- Age Profiles:
  - Between 10-64: 75.0%
  - Age 10 or Less: 15.3%
  - Age 65 or Greater: 9.7%

**Item No. 2: Discussion of the potential impacts of the Proposed Crossings on the affected environmental and social justice communities, including discussing the potential achievement of goals set forth in the Commission’s Environmental and Social Justice Action Plan through the approval of the Application.**

Based on the CalEnviroScreen information, the proposed four (4) crossings are located in four (4) census tracts that are heavily environmentally disadvantaged. The four (4) Census Tract Overall CalEnviroScreen percentile range from 96 to 98, which is in highest category for overall environmental risk (on a scale of 100). The census tracts feature high scores for environmental pollutants associated with traffic emissions. For instance, Census Tract 6037127210, 6037127102, 6037120030 and 6037120300 and 6037119320 has traffic scores of 70, 67, 70, and 77 respectively.

The proposed four (4) light rail crossings are part of the ESFV Project which will include 40 light rail crossings. Construction of the ESFV Project will contribute to pollution exposure in these census tracts during the construction phase of the Project. As discussed in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), the construction phase of the project will emit various pollutants, some of which exceed the threshold for significance. In order to mitigate construction emissions impacts, LACMTA has adopted a number of mitigation measures to reduce construction emissions. For instance, the Project would comply with South Coast Air Quality Management District Rules to control

construction generated dust emissions. Similarly, all diesel-fueled equipment used for construction will be outfitted with the best available emission control devices.

In sum, the construction of the proposed crossings will contribute to the high emissions in these census tracts during the construction phase. However, the purpose of both the ESFV Project and the proposed crossings, is to help to alleviate vehicular traffic congestion in and around Van Nuys Boulevard, thus contributing to an overall reduction of traffic-related emissions once the proposed crossing is constructed. Further, the ESFV Project consists of a variety of projects intended to improve access and travel in and around Van Nuys Boulevard, improved bus connections, roadway lane reductions and crossings that help improve the flow of both vehicle and pedestrian traffic throughout.

Thus, LACMTA has found that the ESFV Project will have an overall positive impact by enabling easier access to public transportation and by reducing vehicle congestion. In sum, the proposed crossings have the potential to improve access to high-quality transportation services as set forth in Goal 3 of the Commission's Environmental & Social Justice Action Plan. Further, the proposed crossing has been evaluated by CPUC's Rail Safety Division and found to comply with all applicable safety regulations.

# Exhibit G

## Scoping Memo Information for Applications

### A. Category (Check the category that is most appropriate)

☐ **Adjudicatory** - “Adjudicatory” proceedings are: (1) enforcement investigations into possible violations of any provision of statutory law or order or rule of the Commission; and (2) complaints against regulated entities, including those complaints that challenge the accuracy of a bill, but excluding those complaints that challenge the reasonableness of rates or charges, past, present, or future, such as **formal rough crossing complaints** (maximum 12-month process if hearings are required).

☒ **Ratesetting** - “Ratesetting” proceedings are proceedings in which the Commission sets or investigates rates for a specifically named utility (or utilities) or establishes a mechanism that in turn sets the rates for a specifically named utility (or utilities). “Ratesetting” proceedings include complaints that challenge the reasonableness of rates or charges, past, present, or future. Other proceedings may also be categorized as ratesetting when they do not clearly fit into one category, such as **railroad crossing applications** (maximum 18-month process if hearings are required).

☐ **Quasi-legislative** - “Quasi-legislative” proceedings are proceedings that establish policy or rules (including generic ratemaking policy or rules) affecting a class of regulated entities, including those proceedings in which the Commission investigates rates or practices for an entire regulated industry or class of entities within the industry.

B. Are hearings necessary? ☐ Yes ☒ No

If yes, identify the material disputed factual issues on which hearings should be held, and the general nature of the evidence to be introduced. Railroad crossing applications which are not controversial usually do not require hearings.

Are public witness hearings necessary? ☐ Yes

☒ No

Public witness hearings are set up for the purpose of getting input from the general public and any entity that will not be a party to the proceeding. Such input usually involves presenting written or oral statements to the presiding officer, not sworn testimony. Public witness statements are not subject to cross-examination.

**C. Issues** - List here the specific issues that need to be addressed in the proceeding.

None

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**D. Schedule (Even if you checked “No” in B above)** Should the Commission decide to hold hearings, indicate here the proposed schedule for completing the proceeding within 12 months (if categorized as adjudicatory) or 18 months (if categorized as ratesetting or quasi-legislative).

The schedule should include proposed dates for the following events as needed:

30 days Protest Period – December 1, 2022, through January 1, 2022

4 months Proposed Decision – April 1, 2022

6 months Final Decision – June 1, 2023

If an unexpected hearing becomes necessary:

6-months Prehearing conference – June 1, 2023

9-months Hearings – September 1, 2023

12-months Briefs due – December 1, 2023

13-months Submission – January 1, 2024

16-months Proposed decision (90 days after submission) – April 1, 2024

18-months Final decision (60 days after proposed decision) – June 1, 2024